

BEFORE THE METRO COUNCIL

FOR THE PURPOSE ADOPTING POLICY ) RESOLUTION NO. 10-4160  
DIRECTION TO THE REGIONAL FLEXIBLE )  
FUNDING ALLOCATION (RFFA) PROCESS ) Introduced by Councilor Carlotta Collette  
FOR FEDERAL FISCAL YEARS 2014-15 )

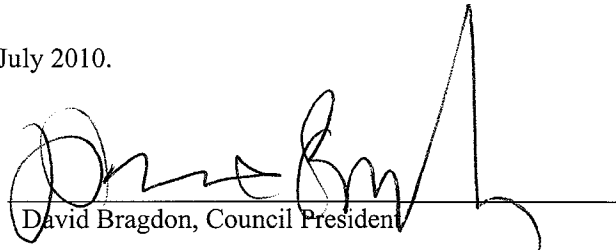
WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council will be awarding regional flexible funds to transportation projects and programs in the region through the Regional Flexible Fund Allocation (RFFA) process; and

WHEREAS, these funding awards, as well as all other federal transportation spending in the region, will be programmed in the Metropolitan Transportation Improvement Program (MTIP); and

WHEREAS, JPACT and the Metro Council wish to provide policy direction on the objectives of the RFFA and programming of funds in the MTIP; now therefore,

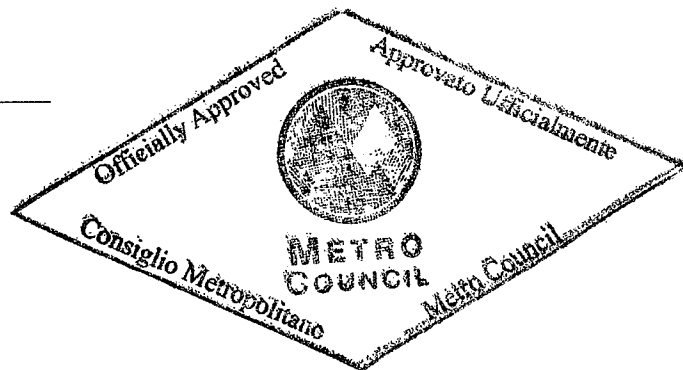
BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT for policy direction to the Regional RFFA process for federal fiscal years 2014-15 as described in Exhibit A attached hereto as to form.

ADOPTED by the Metro Council this 8 day of July 2010.

  
David Bragdon, Council President

Approved as to Form:

  
Daniel B. Cooper, Metro Attorney



## **2014 -15 Regional Flexible Fund Allocation - Policy Framework**

### **1. Step 1 - Regional Programs**

Support of an initial funding target for existing regional programs, but with direction to develop a process for JPACT review of these programs prior to the final allocation of funding in the spring of 2011.

- Transit Oriented Development – \$5.95 million
- High capacity transit (HCT) bond - \$26 million
- HCT development - \$4 million
- TSMO/ITS - \$3 million
- Regional Travel Options - \$4.539 million
- Regional Planning - \$2.244 million
- Corridor & Systems Planning - \$1 million

❖ **Establish Metropolitan Mobility Funding Preparedness: \$1 million**

Prepare consensus regional strategy and applications for state and federal funding targeted to mobility in metropolitan areas as a Step 1 activity.

### **2. Step 2 - Community Investment Funds**

❖ **Vehicle electrification: \$500,000**

One time set aside of \$500,000 for electric vehicle acquisition and infrastructure development.

❖ **Green Economy/Freight Initiatives target: -25 %\$\_\_\_\_\_**

This project focus area supports the development of the region's economy through investment in green infrastructure and key freight projects or programs. Examples of project types include, but are not limited to:

- Preparation for state and federal freight funding opportunities
- Regional strategy for freight rail & high speed passenger rail development
- Regional strategy for industrial development and investment
- Freight focused transportation system management and operations (TSMO) projects
- Localized bottleneck reduction on freight routes/connectors
- Alternative fuel development (electric, compressed natural gas, etc.)
- Diesel emission reduction
- General or mode-specific freight plans and studies

Performance target outcomes:

- Reduce freight vehicle delay
- Reduce greenhouse gasses and exposure to pollutants

Project prioritization factors to meet outcomes:

Prioritization factors will be developed with the Transportation Policy Alternatives Committee (TPAC) and integrated into the final policy report. Potential prioritization factors may include, but are not limited to:

- Improves operational or physical connectivity to regionally important industrial land or jobs

- Improves freight operations (delay, safety, etc.)
- Benefits air quality
- Contributes to economic sustainability
- Must Address address Environmental Justice and underserved community yies needs and impacts
- Supports green or traded sector businesses
- Helps implement one or more goals of the Regional Freight Plan
- Innovative
- Has limited alternative sources of funding
- Leverages other funding or benefits
- Costs in line with scale of regional flexible funds available
- Return on investment evaluation performed for full set of projects

❖ **Active Transportation/Complete Streets target: 75%\$**

This project focus area prioritizes infrastructure support for non-auto trips and ensuring safe streets that are designed for all users. Examples of project types include, but are not limited to:

- Trails
- Access to transit
- On-street pedestrian and bicycle improvements
- Main Street improvements
- Preparation for federal funding opportunities

Performance target outcomes:

- Triple walk/bike/transit trips
- Reduce vehicle miles travelled
- Increase access to essential destinations by transit, biking and walking
- Reduce fatalities and serious injuries
- Reduce greenhouse gasses and exposure to pollutants
- Reduce household transportation and housing costs

Project prioritization factors to meet outcomes:

Prioritization factors will be developed with the Transportation Policy Alternatives Committee (TPAC) and integrated into the final policy report. Potential prioritization factors may include, but are not limited to:

- Provides a safe, green and efficient travel experience
- Will be used by a high number of people
- Supports growth in 2040 Centers
- Must aAddresses Environmental Justice and underserved community yies needs and impacts
- Has limited alternative sources of funding
- Applies universal design principles
- Return on investment evaluation performed for full set of projects

### **3. Collaborative Process**

Develop the project proposals for new focus areas through a collaborative process involving impacted stakeholders. A joint task force will be created to advise JPACT and TPAC on project focus area needs, priorities and project prioritization factors during the stakeholder engagement process.

## **STAFF REPORT**

### **FOR THE PURPOSE OF ADOPTING THE POLICY DIRECTION TO THE REGIONAL FLEXIBLE FUNDING ALLOCATION (RFFA) PROCESS FOR FEDERAL FISCAL YEARS 2014-15**

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Date: July 8, 2010

Prepared by: Ted Leybold and Amy Rose

## **BACKGROUND**

This resolution will approve the framework outlining the policy direction to be used during the Regional Flexible Fund Allocation (RFFA) process for federal fiscal years 2014-15 to nominate, evaluate and select projects to receive federal transportation funds.

The process for updating the policies for the RFFA first involved a retrospective of the previous allocation cycle for which JPACT, TPAC and Metro Council members were engaged to provide feedback on what worked well and what didn't in the process of allocating funds for federal fiscal years 2012-13. This retrospective provided the basic context for preparing for the policy update for the allocation process for 2014-15 funds. The next step was to solicit feedback from JPACT at a retreat held on April 2<sup>nd</sup>, 2010 designed to develop a more strategic approach to spending these limited funds. The strategic approach includes:

- Having a topically or geographically focused impact rather than an array of disconnected projects.
- Achieving appreciable impacts on implementing a regional scale strategy given funding amount available.
- Addressing specific outcomes utilizing the Regional Transportation Plan Performance Targets.
- Prioritizing catalytic investments (leveraging large benefits or new funding).
- Positioning the region to take advantage of federal and state funding opportunities as they arise.

Metro staff has taken the feedback from the retreat as well as TPAC and JPACT meeting discussions to produce the policy framework, Exhibit A to Resolution 10-4160, that will be integrated into the policy report with existing MTIP and RFFA policies and objectives. JPACT is scheduled to adopt the framework at their July 8, 2010 meeting.

Metro and ODOT update the MTIP/STIP every two years to schedule funding for the following four-year period. The 2014-15 RFFA process is a component of the four-year period of federal fiscal years 2012 through 2015. This update will therefore adjust, as necessary, funds already allocated to projects in fiscal years 2012 and 2013 in the current approved MTIP. It will also allocate funds to new projects in the last two years (2014 and 2015) of the new MTIP.

The regional flexible funds available for the 2014-15 allocation are composed of two types of federal transportation assistance, which come with differing restrictions. The most flexible funds are surface transportation program (STP) funds that may be used for virtually any transportation purpose, identified in the Financially Constrained RTP, short of building local residential streets.

The second category of money is Congestion Mitigation/Air Quality (CMAQ) funds. CMAQ funds cannot be used to build new lanes for automobile travel. Also, projects that use CMAQ funds must demonstrate that some improvement of air quality will result from building or operating the project.

In the previous two allocation processes, regional flexible funds have been allocated in two steps. The first step was to allocate funds to existing regional transportation programs: metropolitan transportation planning, transit oriented development, regional travel options, transportation system management & operations, and high capacity transit development and capital construction. Step two was an allocation to local agencies for a variety of transportation projects.

This policy framework responds to direction received during the retrospective of the 2012-13 process, the JPACT retreat and subsequent JPACT meetings. Changes in policy direction outlined in the framework include:

- Support of an initial funding target for existing regional programs, but with direction to develop a process for JPACT review of these programs prior to the final allocation of funding in the spring of 2011 (Step 1).
- Establish Metropolitan Mobility Preparedness in Step 1.
- One time set aside of \$500,000 for electric vehicle acquisition and infrastructure development.
- The development of two new regional project focus areas: Active Transportation/Complete Streets and Green Economy/Freight Initiatives, to provide direction to the allocation of funds to local agencies (Step 2).
- Direction to develop the project proposals for these new focus areas through a collaborative process involving impacted stakeholders.

At the July 8, 2010 JPACT meeting, additional refinements were approved for the policy framework. Language was added to the “project prioritization factors to meet outcomes” for each focus area to ensure that projects meet the needs of environmental justice and underserved community needs. A bullet was also added to the project prioritization factors to conduct a return on investment evaluation of the full set of projects prior to the decision making process. Direction was provided to create one task force during the stakeholder engagement process for making recommendations on needs, priorities and project prioritization factors for the project focus areas. Further direction was provided to require projects that receive funding to demonstrate how performance targets were met after the project has been completed. These refinements will be incorporated into the final policy report.

## ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.
2. **Legal Antecedents** Updates the 2010-13 MTIP Portland Metropolitan Area Policy Report, adopted by Metro Council Resolution 08-3916 on March 20, 2008 (FOR THE PURPOSE OF ADOPTING THE POLICY DIRECTION AND PROGRAM OBJECTIVES FOR THE 2009 REGIONAL FLEXIBLE FUNDING ALLOCATION PROCESS AND 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)).
3. **Anticipated Effects** Adoption of this resolution will provide the policy direction, program objectives and procedures that will be used during the 2014-15 Regional Flexible Fund Allocation process to nominate, evaluate and select projects to receive federal transportation funds as described in Exhibit A of Resolution 10-4160.
4. **Budget Impacts** None.

## RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4160.